

## ON THE ROAD TO MANDALAY

LIKEWISE BEYOND THAT CITY TO THE UPPER REACHES OF THE YANG-TSE.

THAT IS THE REGION IN WHICH VAST RAILROAD ENTERPRISES ARE NOW CONTEMPLATED, UPON THE OUTCOME OF WHICH DEPENDS THE FATE OF EMPIRE.

The pretty Burmah girl—for Burmah girls are pretty—who is waiting for Thomas Atkins Kipling "by the old Moullmain Pagoda, lookin' eastward to the sea," hears to-day other sounds than the wind among the palm trees and the temple bells, and even the "chukkin" paddles of the old Flotilla. She hears the shriek of a locomotive whistle and the guard's cry of "All aboard for Mandalay!" And if her delinquent lover hasten not, she will presently hear the cry "All aboard for Bhamo, King-Tung and Canton!" For "the road to Mandalay/where the flyin'-fishes play," is already a twin line of gleaming steel, with trains that come up "like thunder," not out of China, but from Kangoon, to which place they also come down from Prome and beyond. And presently the road to Prome will be carried through impassable passes across the

negotiations and international interests in that Empire. Just as Russia wants to extend her Siberian road down through Mongolia and Manchuria to an ice-free port, so Great Britain wants to extend her Indo-Burman system into Yun-Nan to the Yang-Tse. Both want these concessions for the sake of trade. But while Russia aims also at territorial conquest and annexation, Great Britain aims at trade and nothing more. Nevertheless there is as bitter opposition to the British scheme on the part of France as there is to Russia's seizure of Tallien-Wan on the part of Great Britain. For while the British Empire in Burmah abuts upon Yun-Nan at the southwest, the French colony of Tonquin does so at the south. And France casts covetous looks across the border. She is not content with Tonquin, Annam, Cochinchina, Cambodia and the half of Siam, which she so arbitrarily seized a few years ago. She wants to extend the limits of her Asian empire, and it seems possible to do so only in one direction, namely, to the north.

Yun-Nan and Quang-Se are rich provinces adjoining Tonquin, and Quang-Tung is the next at hand. Upon these France has fixed her eyes as her share of China whenever the partitioning of that empire shall finally be effected. In the mean time, she considers them within her sphere

sards of the Irrawaddy laden with gold. The soil is remarkably fertile, and there are vast forests of teak and other valuable woods. Wheat, corn, cotton, sugar-cane, tea and tobacco grow in perfection. Altogether, it is a country of rich resources and one through which a railroad may be operated with much profit. The chief native tribes of this part of Burmah are the Kachins, a wild, turbulent tribe of mountaineers, and their traditional foes, the Shans, who are by far the most civilized and progressive of all the peoples of Upper Burmah. Less important are the Chins, who occupy the western part of the country, an illiterate and lawless tribe. All these are now pretty well subjected to British rule, and are beginning to enjoy the benefits of civilization.

In 1894 Great Britain made a new treaty with China, concerning commerce on the Burman frontier. Before that, goods were allowed to cross the frontier at Manwyne and Sansi, and nowhere else. The treaty provided for their crossing at any point that might be found convenient. China also agreed to consider the question of constructing a railroad in Yun-Nan, to connect with that in Burmah, or to let Great Britain build it. The route selected for this road is from Bhamo to Manwyne and Momein, to King-Tung, and then northward to the Yang-

fended. It was utterly worthless. Such were the judgments of Government officers. But the island was annexed. To-day it is the beautiful residence of more than 10,000 Europeans and 230,000 Chinese, and its shipping amounts to more than twelve million tons a year. It has some of the finest docks in the world, and is almost impregnable.

Should the first-named line be constructed, it would probably run almost due north from King-Tung to the Yang-tse-Kiang, about two thousand miles from the sea. This gigantic river is yet little known to the world at large. Few Europeans have ever visited its upper reaches. Until lately no one was permitted to go beyond I-Chang, the highest treaty port, about a thousand miles up. Now the river is traversed as far as Chung-King, fourteen hundred miles up. But for a thousand miles further it is calculated to carry a vast commerce in steamships, not to mention the further extent and the various branches navigable by junks. This river traverses the very heart of the Empire, all the way to Tibet, and is the natural trade route of the richest provinces. It is almost exactly to China what the Mississippi is to the United States. The great city of Shanghai lies close to its mouth, and near by, indeed, almost commanding the city and the river, lies the island of Chusan, upon which Great Britain has a lien, and which she will doubtless soon transform into another Hong-Kong. No wonder, then, that Great Britain is determined that China shall not let any other Power get control or paramount influence in the Yang-tse Valley, and that she wants to tap that valley at its upper end with a railroad and thus divert a share of its enormous trade overland to India.

## PLANS OF FRANCE

France also desires to extend her railroad system into China. But she is somewhat handicapped in her efforts to do so by the character of her roads. Rather, her road, for in all her Indo-Chinese Empire there is only one short bit, connecting Lang-Son and Phu-Lang-Thuong. It is of an extremely narrow gauge, while the Chinese Government has decreed that all railroads constructed in its Empire shall be of standard gauge. Therefore, if the French line were extended to the frontier, it could not be directly connected with the Chinese lines, because of the difference of gauge. The French are now reconstructing their line and making it of standard gauge, a process that will of course require entirely new engines and all rolling stock. They are also building an extension of the line to the frontier at Lung-Chau, only a few miles northeast of Long-Son. The country is a particularly easy one for railroad building, and the work will soon be done. It is intended to push the line on to Pe-Se, on the West River, and thus tap the trade of that stream, but for that no concession has yet been secured. Whether France or Great Britain will first get a railroad into this part of China is the most important question in that region of the world. Upon its answer depends the fate of several of the most valuable provinces of China, and the commercial interests of all other nations that may have or may expect to have trade relations therewith. Upon it depends, also, to a great extent, the future prosperity of the British Empire in Burmah and of the French Empire in Indo-China.

## THE DEER TURNED HUNTER.

From The San Antonio Express.

Dr. F. Peizold, a German doctor and farmer, who lives within six miles of Uvaide, near the Nueces River, related the following exciting affair, which took place on the night of the 26th inst. The doctor is well and favorably known, his character is good, his standing for truth and veracity is unimpeached. "In company with a friend of mine, a Mr. Herman," began the doctor, "we went out quail-hunting, and had nothing but a shotgun and a butcher knife along, for shooting and protection. As it happened, night overtook us when we were near the Gato, a creek running through our county, so we decided to camp out for the night.

"After our scanty supper we smoked our pipes and spent the time telling stories, etc. Finally we prepared our beds, fell asleep and dreamed of the middle-of-the-roads and the future success of the erstwhile 16-to-1 silver party. All went on nicely, when suddenly I was aroused by some kind of strange noise, and thinking an old cow or a \$15 yearling was after us for at least some pieces of harness or an old pair of pants to chew, I watched, and intended to run off the object.

"The night being quite dark, I could not fully and to my satisfaction distinguish the beast in question. Now, then, as long as it takes to tell this, suddenly and without warning a great big buck deer was attacking me. I held on to his horns for dear life, and called on my friend for assistance. The buck in the mean time kept on pushing me until I tumbled and fell, the buck continuing to go for me with all his force and rage. For once I tried one hand on his mouth, this, however, being full of foam and very slippery, I let go and again took hold of his horns.

"In the mean time my companion was up and about. He had his gun ready, and was going to shoot at something, perhaps me, when I called out not to shoot, for God's sake! but come, and come p. d. q., too, else I was about to lose my strength and give up my hold of the buck's horns.

"With one great effort and push my friend flew up in the air, and coming down on terra firma, hallooed out painful shrieks for life. Again, without any special desire, I had to take hold of the buck's horns, and now, thinking of my butcher's knife, which I carried in my leather belt, I once more made a determined effort and got a sort of twist on the buck's neck, out came the big knife, and I cut away at his neck at a fearful rate, until the brute tumbled over, a lifeless form. Being dressed in light attire, I was black and blue all over my body, besides being covered with blood.

"I honestly do believe that had it not been for the timely assistance of my friend my life would have been in imminent danger. My friend says he will not go hunting with me another time."



SCENE OF FRENCH AND BRITISH RIVALRIES IN SOUTHERN CHINA.

Lurhai Hills, where only screw guns now have gone, down to the endless marshes of the Brahmaputra and the Ganges, and at Calcutta connect with the whole Indian system, to Madras and Tanjore, to Bombay and Kurrachee, to the Khyber Pass and Kandahar. For world-circling railroads are the order of the day in world-embracing empires, and the road which Russia is building from the Baltic to the Yellow Sea may soon be rivalled by one from the Mediterranean to the South China Sea.

It is a stupendous project, this latter. The line would begin at Port Said or Beyrouth, cross the Syrian Desert, traverse Lower Mesopotamia, run along the north-east shore of the Persian Gulf, through that Makran that is now in rebellion against the rule of Britain, up through the Punjab, down through Bengal, and so across the Land of Rubies, which was Marco Polo's Land of Gold, and the countries of the Shans and China, through the rich province of Yun-Nan, to the upper reaches of the Yang-tse-Kiang, and so down to Canton and the sea. Yet exactly that is seriously planned, and may be deemed within the limits of proximate achievement. For the present, however, only the easternmost section of the stretch of six thousand miles is to be considered.

The railroad projects of Southern China are no less important than those in the Northeast, though they are British instead of Russian, and they have no less bearing upon the diplomatic

of influence. But Great Britain is also especially interested in them. She has already surveyed a route for her Burman railroad into Yun-Nan to the Yang-Tse, tapping that river below the head of steam navigation, and thus opening one of the greatest trade routes on the continent, by which she could conduct trade between China and India by a far shorter route than that by sea around through the Straits. She is much interested, also, in commerce on the West River, which flows through the other two provinces, and which was recently opened to the commerce of the world solely through her efforts. And, finally, she owns Hong-Kong, at the mouth of the West River, and geographically in the province of Quang-Tung. A glance at the accompanying map will make these relations and interests clear and show how keen must be the rivalry between the Tricolor and the Cross of Saint George in that quarter of the world.

## THE ROAD FROM RANGOON TO MANDALAY.

The Burmah Railroad is now complete from Rangoon to Mandalay, and is to be pushed up from the latter to Momein and Bhamo, and the Chinese frontier. This is the region of the best ruby and sapphire mines, whence come these wonderful "pigeon's blood" gems that are worth twice as much as diamonds. There is much gold there, too. The Burmese themselves call it, as Marco Polo first reported, the Land of Gold. British prospectors have found all the

tse-Kiang. Another route, however, has been deemed more practicable and is the more likely one to be adopted. It begins at Maulmain, on the opposite side of the bay from Rangoon, on the very "China" out of which the "dawn comes up like thunder." A short spur is to be built across to connect with the "road to Mandalay" a little above Rangoon. The main line is to run northeast into the Siamese Shan States, touching Zimme, Kiang-Sen and Kiang-Hung, and then crossing the Chinese frontier into Yun-Nan at Esmok. Thence it is to run to Pe-Se on the southern affluent of the West River, and perhaps to Wu-Chau, thence making connection with Canton and Hong-Kong by river.

The West River is navigable, and is open to the world's commerce as far up as Wu-Chau, more than two hundred miles up from Canton. The commerce of this river is important, and the special importance of it to Great Britain lies in the fact that at the mouth of the river is the British colony of Hong-Kong. It may serve a useful purpose, in other lands than England, to recall that the utmost opposition was manifested in Great Britain to the acquisition of that island in 1844. Hostility here to the annexation of Hawaii is nothing compared with it. Yet the wisdom of the step has been splendidly vindicated. The place had no trade, it was said, and never could have any. It was unhealthy as to be practically uninhabitable. It was entirely incapable of being de-